

2002-3



Curator of "Bottle Peters" Collection of Bottleships, Per Jakob Fahlen in front of "Bottle Peter" holding a 5 masted ship in a bottle. The collection opened in 1943 in Aeroskøbing, Denmark.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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The Bottle Shipwright

Volume 20.

Number 3.

ON THE COVER Per Jakob Fahlen
Curator of "Bottle Peter's
collection " in Denmark.

BACK COVER- The "TG 322" built by
Per Jakob Fahlen.

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THAT IS ALL

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

It is with great sorrow and regret that I must announce the death of SIBAA member Carl Weitmon of Mason City, Iowa. It is only shortly before entering this in our journal that I learned of Carl's passing. We met Carl at our Detroit Conference where his fine bottleship building talent was observed and his great enthusiasm for our art was evident-adding much to the success of the Conference. Some of Carl's work appeared on the cover of The Bottle Shipwright 2002-2 having placed a figure of our Editor, Ray Handwerker, inside of an old fashioned milk bottle. Carl's talent and humor will be missed by our association.

Late word from Don Hubbard is that he is still working closely on details for a possible bottleship show at the San Diego Maritime Museum in 2004. (Review Don's article in Bottle Shipwright 2002-2, pages 18-19). It would be a good idea to get to work on a model for the show. Sadly, so far, no one has come forward offering to set up a Conference during the time our models would be there.

HIT THE BOTTLE

Jack



Left; RMS Titanic built by William H. Weiser, of Florence, Oregon.

And-Yes- That is a penny in front of the bottle. sorry- he didn't say what size the bottle is. Very (small) nice work, Bill.

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, FL.,34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker

At the Detroit Ship-in-bottle conference Nancy and I were fortunate enough to meet for the first time Carl Weitmon. Carl didn't have any transportation to the museum so we took him in our van. I was honored when I received myself in a bottle from him. (you have seen the photo on the last issue's cover). Carl was a proud ship bottler , and I enjoyed putting the photos of his work in the Bottle Shipwright. I'am saddened at his passing, but glad that I had the opportunity to meet and get to know him.

He will be missed by many of us. Rest in peace Carl.

And Bob de Jongste of the Netherlands is recovering from what sounds like a stroke. Anyone wishing to send a get well card. B.de Jongste 13 Van Hoornbeekstraat, 2582 RA The Hague, Netherlands. e-mail bobdejongste@wxs.nl.



Now lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

David L. Conrad, 18 Hall Ave. Braintree, Massachusetts, 02184.

David Dolch, 27830 Hilliard Blvd. Westlake, Ohio, 44145.

Ed. Dornheim, 5867 Sylvester St. Philadelphia, Pennsylvania,19149-3325.

(member Bill Johnston of the Penna Delaware Valley Wood Carvers who had a table full of Sib's at their 2002 carvers show recruited this new member, Bill handed out our applications at the show)

Philip Richard Keyes, 15 Carver St. Brandon, Vermont,05733.

Victor Edward Leong, 8743 S.W.154 Circle Pl. Miami,Florida, 33193.

(Victor is a past member who has re-uped)

Rodney Walat, 36680 Edward Ave. Lake Villa, Illinois, 60046.

ADDRESS CHANGES.

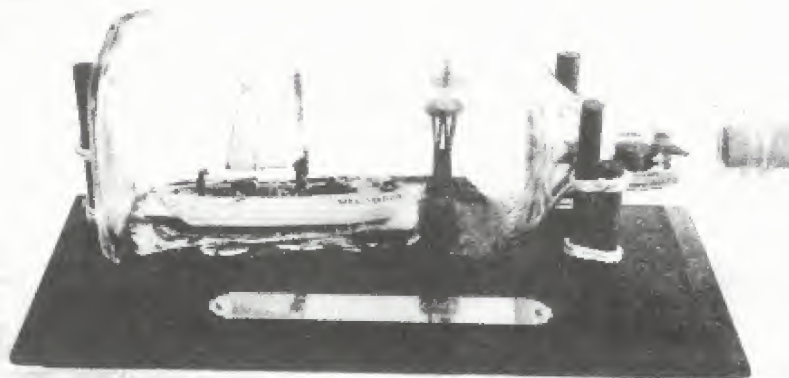
Tom Matterfis, 2167 Burnice Dr. Clearwater, Florida, 33764.

Steven J. Nelesen, 235 Lakeside Dr. Cedartown, Georgia, 30125-2240.

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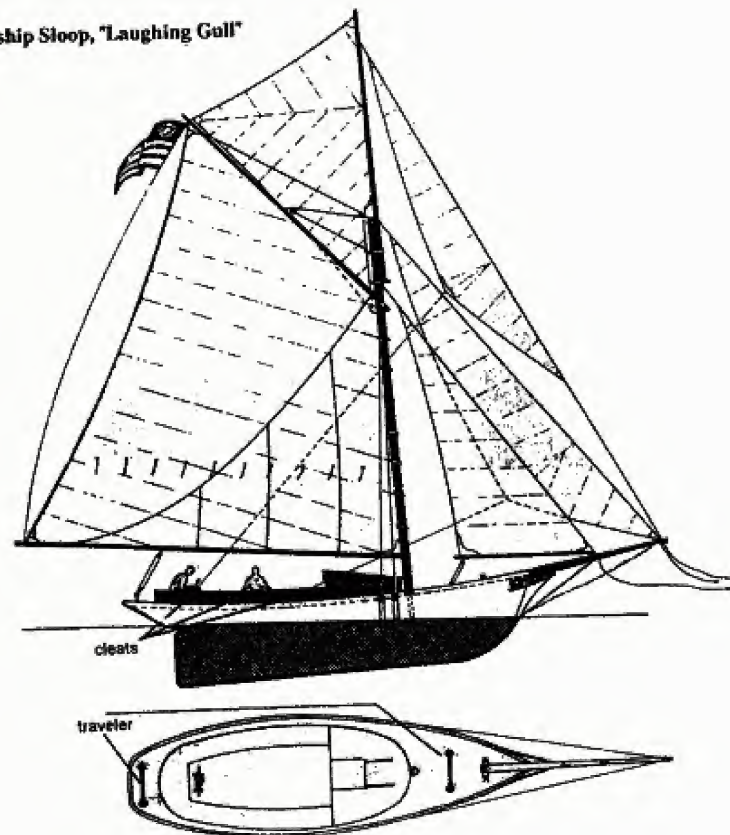
Mark L. Travis, 76 Garfield St. Apt 1, Cambridge, Massachusetts,02138.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



Above is one of mine #100 built as a Fathers Day gift for the lady that fills in for the regular mail deliverer.

Plans for the Friendship Sloop, "Laughing Gull"



History--This classic New England sailboat was originally used as a working fishing/lobstering boat along the coast of Maine in the late 1800s and the beginning of this century. While there are many variations between individual Friendships, there is a basic similarity between them which cannot be mistaken. It was the arrival of the gasoline engine which ended the days of the working Friendship, but its attractive traditional lines and its sailing ability have saved the class from extinction and it is now a highly regarded pleasure boat.

Color scheme--White hull with mahogany trim. Dark red bottom. Natural wood spars with white tipped ends.

Notes--Looks best in a vertical bottle.

Plans adapted from photos in *Wooden Boat Magazine*, July/August, 1979

THEODORE TOO, a Tugboat

by Joe Barr

THEODORE tugboat is a popular children's television character and there are a number



of videos and books on the market with THEODORE as the main character. Cochran Communications Incorporated of Halifax, Nova Scotia produced 130 episodes of the series before ceasing business operations in April 2002. The THEODORE Tugboat series aired daily for nine years in Canada and in the United States since 1997. You may have seen some of these shows, however, you may not know that there is a life-sized replica of THEODORE

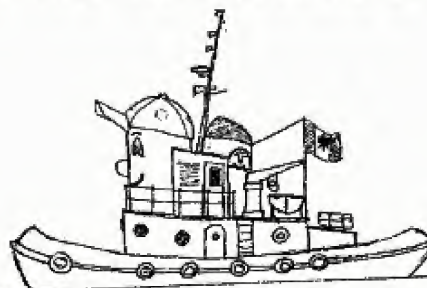
which sailed the waters of Canada and the United States. During the summer of 2001, the tug toured the Great Lakes and she has visited 76 cities all over eastern North America. That vessel is named THEODORE TOO. The "real" THEODORE is a model that is used in producing the television shows on a set, so the life-sized tug has "TOO" added as in "Theodore also". THEODORE TOO was constructed at Snyder's Shipyard in Nova Scotia in 1999-2000. She has a wooden hull and wooden/fiberglass superstructure. Since this vessel was built to promote the Theodore Tugboat series, she's always in pristine condition and almost always on tour. You can find all about this vessel at the following web page -

<http://www.theodoretugboat.com/start/>

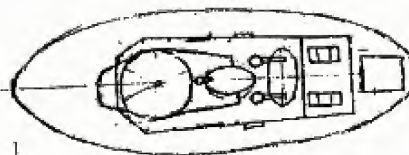
and you can see many more in-process photos at the SIBAA website

<http://www.shipsinbottles.org/>

The plans on the right were drawn from numerous photographs that I took when THEODORE TOO visited Windsor, Ontario in September 2001. Sadly, it was the week of the 9/11 terrorist attacks, so THEODORE TOO flew her flag at half mast and few families visited the vessel while she was in town. Still, the vessel looked great with her simple color scheme of black hull with a thin yellow stripe, deep maroon decks, tan cabins and mast,



THEODORE TOO



gray life boat and cranes, and bright red ball cap. Since crossing the US-Canadian border was not encouraged the week that the vessel was in town, THEODORE TOO made a special cruise close to the Detroit side of the river to let the American kids get a good look at her.

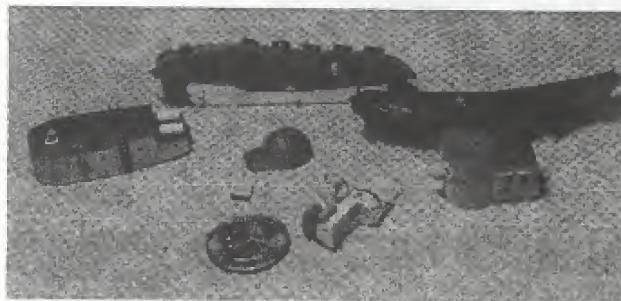
The hull of this model requires a lot of carving since there are hardly any straight



lines on it. Both ends are rounded and the railing is quite high. I used a block of pine for the hull. The curve of the deck is so exaggerated that I ended up using a coping saw to carve the curve into the block of wood and then sanded it smooth.

THEODORE's hull took a lot more work than I had anticipated when I started. After shaping the hull without the railing, I drilled three holes through its sides and then cut it in half lengthwise. The three holes were used to position three wooden dowels for alignment of the two halves when I reassembled the pieces in the bottle. I glued on a piece of acid free water color paper for the deck and trimmed it flush with the hull and painted it deep maroon. I made the railing out of the same thick paper and glued it on after I painted the inside tan. Where the paper met the hull, I glued on cotton twine to serve as a bumper. The entire outside of the hull is painted black except for a piece of thin yellow thread that I glued on just above the bumper.

The cabins were made of scraps of wood with acid-free paper glued on to provide a good base for the acrylic paint. The maindeck cabin is where the actual vessel is steered from. The three portholes in the front are the "bridge" windows. To get the portholes painted evenly, I use the pointed end of a bamboo skewer. I dip the tip into black paint and carefully touch the tip onto the cabin. This results in nicely round portholes. The bottom of the main cabin had to be sanded as a curve so that it would sit flush with the deck of the curved hull. I drilled two holes through the main cabin into the hull and



positioned little bamboo dowels on the deck of the hull to help position the main cabin when it was installed in the bottle.

The "head" of THEODRE is a wooden dowel covered with acid free paper. The top of the head is cut at an angle so that the ball cap will

fit on correctly. The nose is simply a dowel that has been rounded with sand paper and glued into a pre-drilled hole. The eyes are painted paper glued on. The ball cap is a wooden sphere cut in half. Wooden spheres are available at craft stores. I hand cut the wooden sphere in half, then glued on three pieces of thread to highlight the triangular sections of the cap. I glued this half ball onto a sheet of acid-free water-color paper and then cut around the base; this added the bill of the cap. Then I cut a small piece of paper for the "button" on top of the cap and glued it on where the threads intersected. The whole hat was painted red and the bill is rolled up a bit. The hat is simply glued on top of THEODORE's "head" after the tug is in the bottle. The cabin aft of THEODORE's head is made of wood just like the main cabin. The fore part of this second deck cabin was sanded into a concave shape so that it would fit flush with the dowel-head. I simply wrapped a piece of sand paper around a dowel and sanded the concave shape into the cabin. Both pieces, THEODORE's head and the cabin, were glued together.



The smoke stack presented its own problems. After trying various ways to form it, I ended up using a scrap piece of mahogany, cutting it to the general rectangular shape, then sanding it into an oval shape. I sanded it again to give it the proper overall shape and then cut out a right angle so that it could be glued onto the top cabin. This isn't a simple round or square stack like other vessels have. The stack is painted white with a black top. The logo for the stack can be found on the Theodore Tugboat website -- I



simply hand-painted it on the stack. Using Crazy Glue, I glued on a piece of copper wire for the mast along with thinner pieces of wire for the supports. These were painted tan. I drilled a hole into the back of the stack and glued in a small piece of wire to serve as a flag pole for the hand-painted Canadian flag hung on black thread.

The lifeboat is carved from a wooden dowel and the two cranes are made out of bamboo

and paper. The lifeboat and cranes were glued onto the stack so that so that the assembly could be handled as one piece when inserted into the bottle.

I was now ready for the finishing touches. I made a small hatch for the rear deck. It's a small piece of wood with acid-free paper glued on top. The tires are pieces cut from a small black tube and glued on to the hull with Crazy Glue. The ladders that go from the main deck to the second deck are made of copper wire and Crazy Glue. The life rings were made by cutting slices from a small plastic tube and then painted orange. The water tank at the rear of the stack are dowels with thread glued on them to imitate the seams and they are painted white. Finally the running lights were from small pieces of paper bent into the shape of an "L". The inside is painted black and the outside is painted tan. I cut small glass beads with a wire cutter and take the best piece to use as the "light". Remember: green for starboard (right) and red for port (left). This completed the tug.

Putting the hull into the bottle made me think long and hard, but I finally came up with a simple solution for putting the split-hull inside. I wrapped masking tape around the ends of wooden dowels and pressed the tape against the side of the hull. Then I could manipulate the hull halves inside the bottle. I added glue and pressed them together. I then taped the dowels at the mouth of the bottle so that there would be pressure against the hull halves as they dried. I let them dry over night and the masking tape came off easily and the hull was solid.

I prepared the bottle earlier. As usual, I etched my name and date and the identity of the vessel onto the bottom of the bottle. I mixed glazing putty, boiled linseed oil and oil paint for the water and added it to the bottle after swishing some rubbing alcohol around inside the bottle. The alcohol prevents the "sea" from sticking to the glass, but the alcohol evaporates in a day or two and the "sea" then bonds with the glass. I made two ring-bill seagulls out of paper and glued them to the glass so they are flying over the tug and I also added a buoy to the scene too. After the vessel was included and everything dried, I used a hair drier to blow hot dry air into the bottle; corked it; and put sealing wax over the cork with an impression of an anchor. A Turk's head knot finished off the model.

I hope that you try THEODORE TOO. It's an excellent model to give to a child and everyone who sees my model simply starts smiling back at THEODORE.

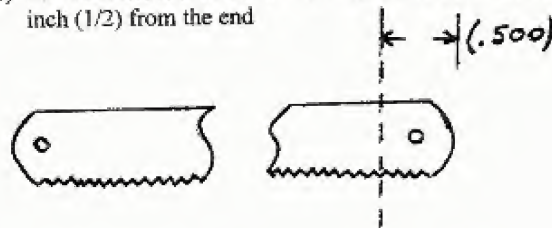


DECK SCRIBING TOOL.
by Bob Brown of Belmont N.Hampshire.

This simple tool was made to scribe deck lines after many attempts at freehand scribing, only to find the lines looked too large or weren't parallel. So I set out to build a tool that would scribe parallel lines that looked like they belonged there. That's when it hit me, The teeth on hacksaw blades would make a perfect scribe tool.

To make the tool is really quite simple. First, you need to cut an end off a used or new Hacksaw blade (see sketch) The different number of teeth reflect the scale of the deck planks.

- (1) use a dremel tool to cut off the end of the hacksaw blade, I cut mine a Half an inch (1/2) from the end



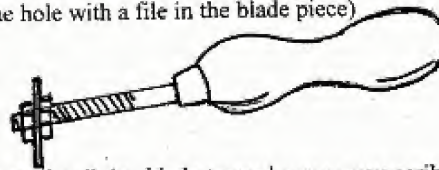
- (2) you need to purchase a mounting screw, one that has a 10-24 thread on one end and a wood screw on the other



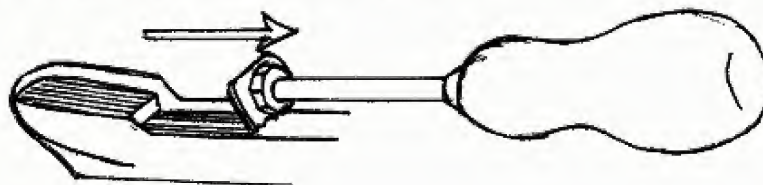
- (3) you need to purchase a small wooden file handle

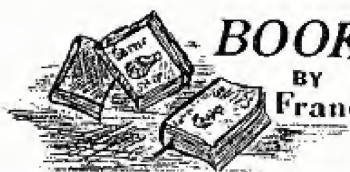


- (4) Insert mounting screw into file handle and using (2) 10-24 nuts attach the piece of hacksaw blade to the other end of the mounting screw. (note: you may have to open the hole with a file in the blade piece)



- (5) To use the tool pull the blade toward you as you scribe the deck of your model.





BOOKS

BY

Francis J. Skurka

Secrets of Ships in Bottles.
by Peter Thorne

The original book was a soft covered 7½" x 4¾" book published first in 1960, by Model and Allied Publications in England. Sixty three pages long, it gave carefully detailed and well illustrated presentation of how to build a ship in a bottle, with chapters on selecting the bottle, how to read plans, constructing the hull, making deck fittings, making masts, building deck houses and life boats, rigging, laying out sails, finishing the model and putting a ship in a globe.

The new book is larger, 8¼"x6" and contains 132 pages. Basically it's the same as the original, except more detail has been added with additional pages devoted to constructing a model of Thor Heyerdahl's famous raft "The Kon-Tiki" and carving a fish, which is an accompaniment to the model. The raft is a fairly complicated model with three sections of longitudinal, cross and tie members and a bow and deck shelter. Also there is the masts yards and sails.

The author is an illustrator and artist and gives exact instructions on all phases of construction of the various components of the models represented. The new edition has also been improved with some nice colored photographs; there are 127 illustrations.

An interesting section explains the use of a finish known as "French Polishing", and old technique of using shellac to produce a nice finish on a piece of wood.

I've had a copy of the original book in my library for over 35 years and look it over from time to time, just as a reminder.

The new edition was first published in 1999 by Nexus Special Interests LTD and is published in Great Britain.

I was able to purchase this book from the Wooden Boat Store, Naskeag Point Road, P.O.Box 78, Brooklin, Maine 04616 USA. Phone toll free 1-800-273 ship (7447), Fax 207-359-8920. The cost \$14.95 plus \$3.50 Shipping. This is a good book to have on hand as it shows how to handle different aspects of ship in bottle construction.

EAGLE IMPROVED

by F.J.Skurka.

The pride and joy of the U.S.Coast Guard, the training ship "Eagle" has had its first overhaul in twenty years. The square rigger spent the winter at the Coast Guard dry dock in Curtis Bay Maryland, where it got a 7 million dollar overhaul in an upgrade to its masts, sails, generators and ventilation systems.

The only windship in active Government service, the vessel now has more room for female crew members and cadets from the academy at New London, Connecticut. The ship was on a summer cruise and participated in Fleet Week at New York City.

HOW COME?

Why do "tug" boats push their barges?

Why do we sing "Take me out to the ball game" when we are already there?

Why are they called the "stands" when they are made for sitting?

MODELER'S LEXICON BY F.J. SKURKA

- BREAKING A FLAG** : Signal flags are rolled and secured by wrapping the halliards around it and tucking the bight in. When hoisted to the mast head, a tug on the hauling end of the halyard will release the bight and the flag flies out free.
- BREAK HER BACK** : A ship, which through sagging or other causes, has cracked or split her plates and keel right round in a continuous line.
- BREAK** : A sudden rise or drop in a vessels deck line.
- BREAK OF THE POOP (FOR-CASTLE)** : The point where these decks stop and ladders lead to the main deck or well.
- BREAK** : (1) to break out gear is to take it out of storage.
(2) a sea breaks when it falls forward in a mass of broken water.
(3) to break buck is to start discharging cargo.
(4) an anchor breaks ground as it is hove off from its bed.
(5) to break off is to stop work.
- BREAK BULK CARGO SHIP** : A ship in which shipments are discharged at different ports.
- BREAK WATER** : (1) an artificial embankment, usually of rocks, which breaks the force of the seas which provides shelter behind it.
(2) a low, chevron shaped, bulkhead on the forward deck (forecastle) which takes the force of boarding seas and protects the forward deck hatches and deck houses and passes the water to the scuppers.
- BREAK HER SHEER** : The action of an anchored vessel which swings by virtue of wind or tide or both, across the cable, by which she is secured to the anchor, in such a way as to run the risk of fouling the anchor with the cable and thereby breaking the anchor loose.
- BREAKER** : (1) a small barrel or keg of drinking water kept permanently in ship's life boats for use only in emergencies.
(2) mostly use as the plural of waves which collapse as the ground below them rises, as at a beach, and are a constant warning to sailors of shallow water.
- BRAIDED ROPE** : Rope not made of three strands twisted around each other as usual, but from three or more strands interwoven; a stronger rope, more flexible.

DID YOU KNOW THAT.....

The easiest way to find something lost around the house is to buy a replacement.....He who hesitates is probably right.....If you think there is good in everybody, you haven't met everybody.....If you can smile when things go wrong, you have someone in mind to blame.....The sole purpose of a child's middle name is so he can tell when he's really in trouble.....Did you ever notice: When you put the 2 words "The" and "IRS" together it spells "THEIRS"

DID YOU KNOW.....

That the length of a minute is different depending on which side of the bathroom door you are waiting

SPINDRIFT BY F.J. SKURKA

Some wineries are now using plastic material for corks rather than the natural material usually employed. The plastic ones have a hard, thin (about 1/64") outer shell and a softer core. They are colored to look like natural cork.

Keeping track of small parts, when building models, can become a problem, which can be solved by using small shallow trays. I have found that sardine and anchovy cans (empty of course) work well. These cans are aluminum and have pull-off tops. The thin edges around the can top can be removed with a can opener and then smoothed with a ballpeen hammer to make a non-snag edge.

Sardine cans are 4½"x3¾" and anchovy cans are 4"x2¾". Larger parts go in the larger one and smaller parts in the other. This technique saves lots of time looking for lost parts.

On August 5th, divers and scientists pulled the 120 ton turret of the USS "Monitor" from the depths off Cape Hatteras, North Carolina, with a very large crane and placed it on a 300 foot long salvage barge, the "Wotan". The world's first revolving gun turret, is the largest piece of the ship recovered in the multi-year salvage operation run by the National Oceanic and Atmospheric Administration (NOAA) and the U.S. Navy. The displaced skeg (stern part of the keel) was removed in 2000 along with the propeller shaft and the engines were recovered in 2001. The vessel was 172 feet long, had a 41 foot beam and was covered with a 5 foot high, 6 inch thick armor belt at the water line. The turret revolved, was made of 6 inch laminated armor, was 9 feet high, with a diameter of 22 feet and housed two 11 inch cannons. The ship sank in a storm on December 31st 1862. The turret will be sent to the Mariners's Museum in Newport News, Virginia to be preserved and displayed.

The remains of up to three people were found in the turret and will be sent to the Army Central Identification Laboratory at Hickham Field, Hawaii.

One skeleton had already been recovered.

The monitor and the Merrimac (virginia) battled to a draw in Hampton Roads, Virginia on March 9th 1862. While being towed to Beaufort, South Carolina on December 31st 1862, Monitor sank in a gale off Cape Hatteras. Water poured around the turret faster than the pumps could handle it and the vessel sank with a loss of sixteen crewmen. First located in 1973, the site was designated as a National Marine Sanctuary in 1975 and then designated as a National Historic Landmark in 1987. The deteriorated, upside down wreck was in bad shape and was probably depth charged during World War II and was damaged by an anchor in 1990. The turret was lifted with a special eight armed claw called a spider which grasped the sides and bottom, with the two cannon still inside. The combined weight is between 150 and 200 tons.

The remains of the crewmen will be given a military burial.

The sail powered Chesapeake Bay Skipjack fleet which now only numbers about a dozen vessels has been placed on the National Trust for Historic preservation's list of endangered historic places. Maryland State law requires that only sail powered vessels can drag their dredges and the Skipjacks are the last commercial sailing ships afloat in the U.S.A.

The Skipjack restoration project was founded and is centered at the Chesapeake Maritime Museum in St. Michaels Maryland.

ON SECOND THOUGHT.....

The only substitute for good manners is fast reflexes.

When everything's coming your way, you're in the wrong lane and going the wrong way.

If at first you don't succeed, destroy all evidence that you tried.

A conclusion is the place where you got tired of thinking.

Experience is something you don't get until just after you need it.

For every action there is an equal and opposite criticism.



Once again we start "From The Members" with a welcome to five new members and one re-up. Victor E. Leong of Miami, Florida has rejoined. He has built over 675 SIB's, including some in light bulbs. He has stopped using wax for the sea's, and has gone to clay. Welcome back Victor. Three of the new members claim to be novices, Ed Dornheim of Philadelphia, Pennsylvania, went to the wood carvers show and was recruited by Bill Johnston. David Dolch of Westlake, Ohio has had an interest in SIB's since High School. Rodney Walat of Lake Villa, Illinois, recently purchased books by Don Hubbard, Peter Thorne and Guy DeMarco and is looking forward to attempting his first SIB. Philip Keyes of Brandon Vermont made one in the early 80's, and recently moved to a new home with enough room for a SIB workshop.

Philip, be sure to include your two kids in the hobby, I think they will be impressed and proud if they build one. And finally David Conrad of Braintree, Massachusetts has built a couple of hundred since 1957 when he encountered his first SIB.

Welcome aboard, we are happy that you have joined this association. But remember that this is your journal. It is about you, what you do and how you do it. If you have a different/faster/easier method of building Sib's an idea, a helpful hint or tip, some better materials, need help or answers, let us know and we will try to help. And don't be shy about sending in articles or photos of your work, we will be happy to show them in the Bottle Shipwright.

CARL WEITMON



On July 15th I received the sad news that long-time member Carl Weitmon had passed away at his home in Mason City, IA. Carl Served in the Army Air Force during WWII and later had a lifetime career with the railroads. I met Carl at the Detroit ship-in-bottle show and conference in April 2001 and we spent several hours chatting about our art and the various technical differences between the many works on display.

There is no question that he was proud to be a ship-bottler and especially proud to be a member of our organization. Pictures of his work appeared in a number of Bottle Shipwright issues over the years and in several newspaper articles in and around his home town. During an interview he never failed to mention his affiliation with the Ships-In-Bottles Association. He was a good friend of many of our members and members of the board. He will be greatly missed.

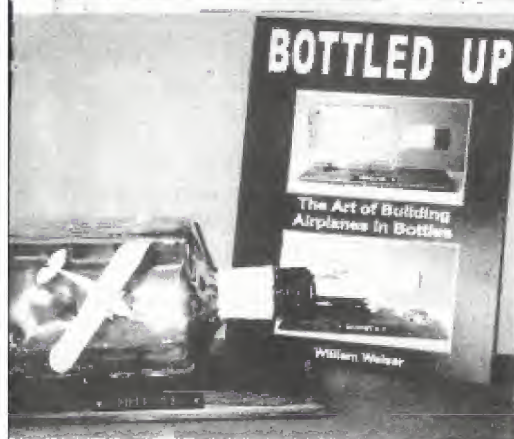
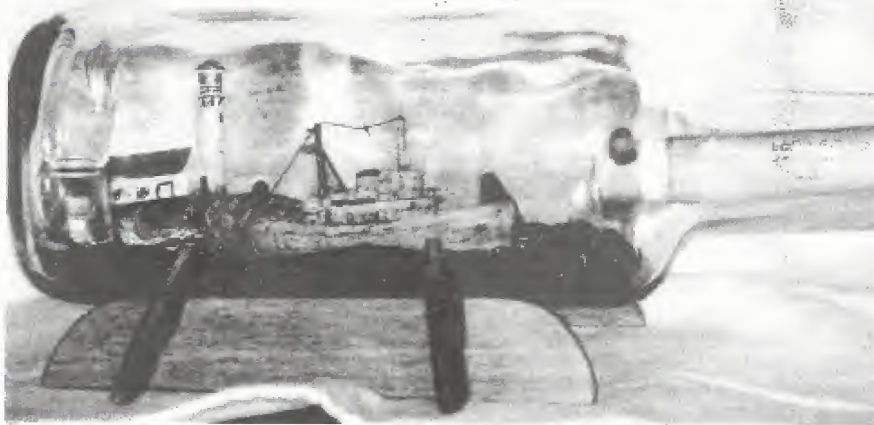
Don Hubbard



Gene Conlon a member from Malden, Massachusetts, sent in these photos of his work. Top Left. A sailing ship in a wine bottle. Bottom left. A U.S. Navy Fleet Tug (ATF). Gene sent along a short note. "I retired bought Don Hubbards book and got hooked"

Nice work Gene, and thank you for sending in the photos.

Oh, and a little tip, in the future let the ink dry on the wording you put on the back of the photos, then it won't stain the photos. It is almost impossible to get off without ruining the photo.



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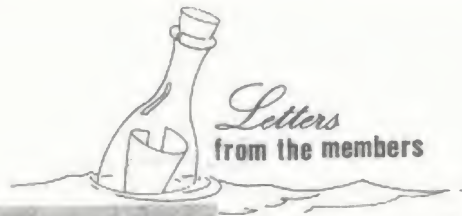
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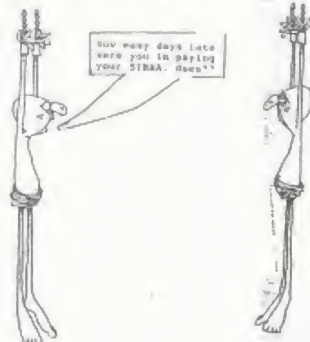
Hudson River freighter in a 750 ml. Chambord Bottle by Gene Conlon.

A note from Charles Hand;

On 27 March, a Miranda Miles phoned (after contacting Hub) she's in Wilmington North Carolina and is seeking someone to repair a 1930's SIB that belonged to her Dad. It's in a fifth bottle that's now cloudy inside. (not moist or wet) Also has one sail off. Includes a dockside or town scene. If anyone can help Her Phone is 910-686-1617 or e-mail at mtwo@is22c.net. I told her I would ask around. Charles.



Above, Revolutionary war cannon with period flag, cannon balls, tamper and wiper 14 pieces. Below, Toy truck, carrying load of fence posts. Road sign reads, "State Fair 7 miles" in a 1.5 ltr. bottle, neck shortened. Built by Alex Cuthbert, Syracuse, N.Y.

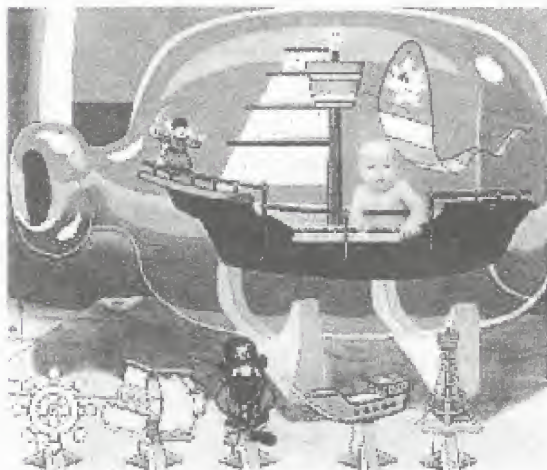


Bob de Jongste, in the Netherlands sent in the following note;

"I often get e-mail requests from people all over the world asking for information about Dutch ships. Please note that my information is quite limited. If you wish to know more about Dutch ships, please e-mail your requests for information to; info@scheepvaartmuseum.nl

This museum has a terrific library on Dutch ships, modern and old, and also ships that were operating during WW II."

Sincerely yours,
Bob de Jongste.



The photo Top Left.
Member Terry Butler of
Kingsport, Tennessee, sent
the photo of her Granddaughter
Callie, in a bottle.

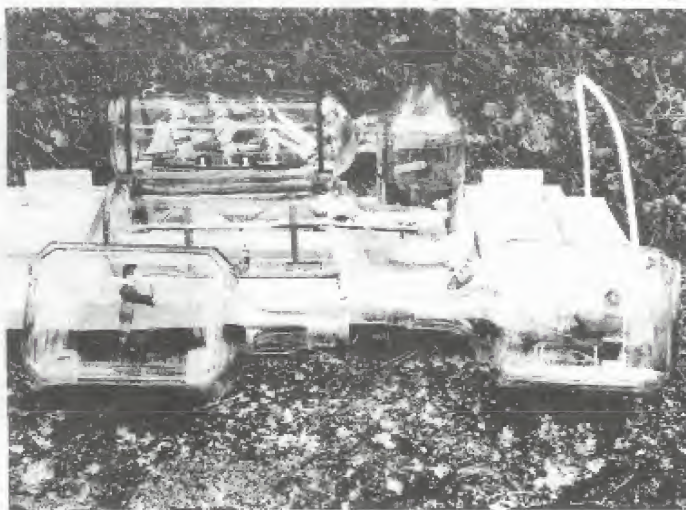
Amazing what you can do when
you know how to use a computer.

Be sure to save this for her
to see when she grows up. And
don't forget to teach her how
to put a Ship in a Bottle.

Photo Below.
Alex Cuthbert of Syracuse, New
York. Won the First Place Ribbon
at the 2001 N.Y.State Fair, in
Seniors with impairment category.

Rear Row, Left, Full rigged
ship, (Right) Chair in Bottle
Center, Bridge w/3 tractor
trailers, 3 vans and 3 autos
for traffic, Container ship
below bridge.
Lt.Front, Tight rope walker
with balancing pole.
Rt.Front, Hobbyist sitting
at table working on three
mast ship.

Beautiful Alex, and thank
you for all the pictures.
Will send them back.



The Quest.....for the oldest bottled model.

by Alan Rogers - Editor of "Bottleship" the magazine of the European Association of Ships in Bottles

Members of the European crew have been out and about, scouring the museums and collections in search of the oldest bottleship or bottled model. It is known that objects were put into bottles from the early 18th century onwards and our old friend **Bob de Jongste** from Holland has been on the trail of one of them. He sent me an article earlier this year about an incredible little man **Matthew Buchinger**, born in Nuremburg, in Germany on June 2nd 1674, without hands, feet or legs, who lived for part of his life in England and who made amongst other things, a model of a mine in a bottle. The model, it seemed, was originally kept at Snowhill Manor in England. Was it still there? Where was Snowhill?

Snowhill, is in Worcestershire and the Manor is administered by the **National Trust**, so, armed with the address which I obtained from my local library, I wrote to the curator and asked if he could confirm that the model was still indeed at the Manor and whether there were photos. I received a reply to say that yes it was still there, no photos were available but would I like to visit and take some myself. It was to be a priority day-trip during the summer holidays for Julie and I and what a treat it was!

Snowhill Manor is a mainly Tudor hall-house built of warm local stone at the head of a secluded valley in about 1500 and extended in the early 17th and 18th centuries. It was the home of Charles Paget Wade, an architect and follower of the Arts and Crafts Movement, who bought it in 1919 and during the following years filled it with his collection of craftsmanship and design. The collection was made by Charles not of items because of their rarity or value but as a record of vanished handicrafts. Every room, from the ground floor to the attics was filled with items, some rooms devoted to a particular subject - one room was full of toys, another with

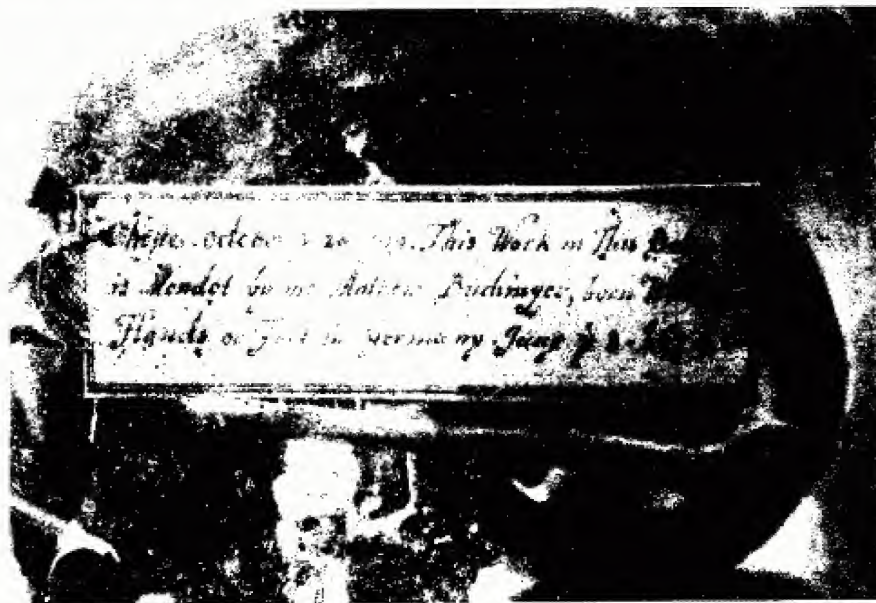


bicycles, farm implements, etc. There was a number of large ship models and finally in a room called Zenith, Matthew's model. The curator was most helpful, taking the bottle from its display cabinet and into another room where there was more light for photography.

The bottle was originally kept in a wooden box with an inscription which reads:-

GENTLEMEN AND LADIES, here is to be seen contained in a small glass a wonderful sight of Miners drawing up with an engine at a Mill the like of which was never seen before.

The bottle was about 20cm high. (I forgot to measure it exactly) square as you see, with a trick stopper. I certainly didn't expect to see such fine quality modelling or such careful painting but, except for the bottle which was extremely dirty inside, it is a gem ! Little figures dressed in knee-length trousers and with little flat green hats are standing on the upper level, one with an axe, apparently cutting a pit-prop.



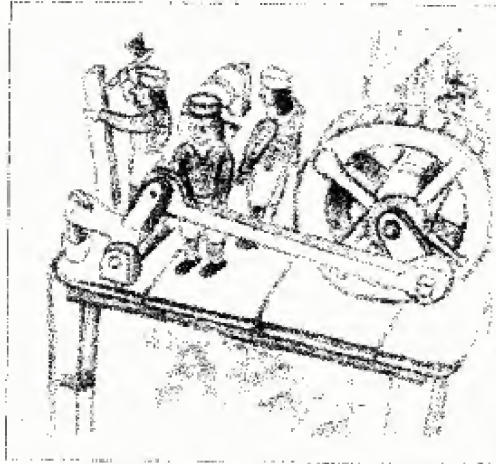
The inscription on paper inside the bottle reads:-

"October the 20. 1719. This Work in This Bottle is Mendel by me Mathew Buchinger, born Without Hands or Feet in Germany. Jan'y ye 3. 1674"

There is a water wheel connected by a con rod and crank to act presumably as a pump to lift water from the lower level and a windlass (the 'engine' referred to above) for raising the minerals to the surface . Details on the lower level are difficult to see because of the poor state of the bottle's interior surface, but there are some figures at work underground with picks and tiny heaps of mineral like pyrite with a slight spark to it.

Illustrated (right) is part of the upper level showing the water driven pump and three of the miners. (A fourth figure, who is turning the handle of the windlass to raise or lower a balk of roof-support timber to or from the lower level has been omitted him for sake of clarity.)

Matthew has even included a clever trick stopper to complete his model.



Further examples of Matthew's work can be found in the city library of Bamberg, in the Henry E. Huntington Library in San Marino, the William Andrews Clark Memorial Library in Los Angeles , the Germanisches National Museum, Nuremberg, and the collection of Peter Jackson.

Engraving of a self-portrait of Matthew from Ricky Jay's book when copyright has been obtained

Matthew Buchinger 1674 - 1722

This amazing little man, born with such a severe handicap, and just twenty nine inches in height (about 73 cm) nevertheless triumphed over his disability in an extraordinary manner: Married at least twice, possible four times according to one writer, he is said to have had eleven children. He became an artist, producing drawings, landscapes and calligraphy; he was also an accomplished juggler and conjurer, he played at least half a dozen musical instruments and became one of the most famous and versatile entertainers of the eighteenth century.

What a delightful model and what is more, made by a man with such a physical handicap!! Julie and I both thoroughly enjoyed our day. My special thanks to Bob de Jongste for starting me off on this fascinating quest. Do visit Snowhill if you ever come to England.

Alan Rogers Somerset U.K.

Bibliography

Ten Thousand Wonderful Things ed. Edmund Fillingham King M.A.
Learned Pigs and Fireproof Women Ricky Jay 1986

NOTES FROM THE MEMBERSHIP CHAIRMAN

by

Don Hubbard

If you are on the lookout for a great selection of tools for building ships-in-bottles check out WWW.SCISSORSALES.COM. Every year San Diego County has its annual County Fair where vendors come from around the country to sell unusual or hard to find merchandise, and every year I head for an inconspicuous booth that sells small tools and optical equipment. I never fail to find something to buy, but this year I also discovered that they have a web page where I can peruse their inventory and then order direct without the annual wait. By the way, this year I bought two items at the Fair. The first was a ten inch long pair of stainless steel scissors with small cutting blades at the end. Great for reaching into a mass of rigging and cutting small threads and such without bumping the model. The second item was a pair of small reading glasses that fold up into a small cylinder which can be tucked into the pocket like a pen. Don't know about you, but I need glasses for close up work, and I can leave these tiny encased 'Ben Franklins' in my kit and retrieve them without finding them scratched or dirty.

In mid-July I received a nice letter from Allan B. Campbell (Biloxi, MS) updating me on his recovery from a bad shipboard injury. When he wrote the letter he was finishing up his physical therapy but doubtful about returning to shipboard duty with the Merchant Marine. As he put it, 'there is no such thing as light duty on the high seas' and his extensive injuries have left him less than able to perform at a high level. The good news is that he is currently working on four bottled ships to give to friends who have helped him through the ordeal. We wish him well and hope that he is wrong about returning to active shipboard duty.

We also wish to thank both Allan *and* Bob Stetson (West Cornwall, CT) for adding an extra \$25.00 each to their dues checks. This extra dough helps keep us ahead of postal rate increases and the increase in paper and printing costs. I must add that there have been other generous folks out there and I would mention them too, but Kay and I moved in late June and keeping track of Association affairs became a bit hard. Please excuse.

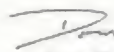
Many of you have business cards and letterheads which show bottled ships or in some way relate to our art. I would like to compose a page of them and ask that you send me copies for that purpose. Just drop the card or letterhead in an envelope and mail it to Don Hubbard, P.O. Box 180550, Coronado, CA 92178. Reach over and grab a card *now* while you are thinking about it. Then you won't forget. If you have a scanner, you can scan the card and send it to me as an enclosure on an e-mail. My e-mail address is listed in the next paragraph.

You may notice that Ray includes an e-mail listing at the back of most issues of this magazine. That listing was made up from an accumulation of addresses which I have received over the years. Now I find that many more of you have obtained an e-mail capability or have an address change, but I don't have any updates from you. The easy way to do an update is to send *me* an e-mail. My address is **hubbarddon@aol.com**. All you have to do is type in the word 'update' in the subject and in the text and I will record the info. Your new address will automatically appear to me in the FROM box.

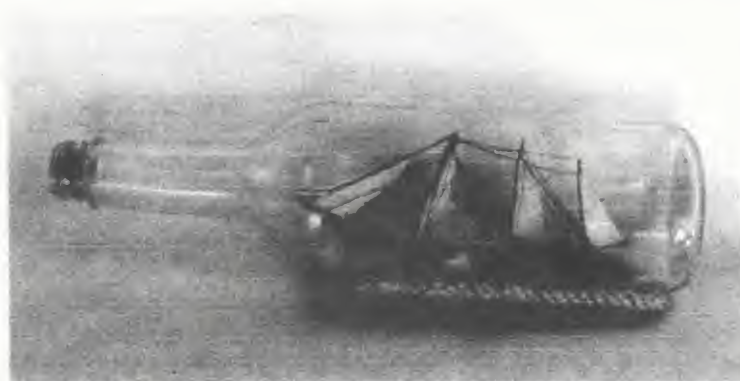
Chris Nair, our member in India, is already at work on two models for the planned year 2004 ship-in-bottle show aboard the San Diego Maritime Museum ferryboat Berkeley. Chris has not missed one show since our organization was founded back in 1983. In addition to his two bottled models, he is now working on a radio controlled small speedboat for his grandchildren who live in Mumbai (Bombay). I mailed him the boat and parts in May by surface mail and he has just now (August 6th) received them. The next mailing will be by air. By the way, if you are into radio controlled equipment, I purchased the boat and control device from Tower Hobbies a U.S. company. They have a web site or you can call them at 1-800-673 6050. Ask for a catalog. They are very helpful and well informed.

Last note. If you want to see a really funny movie go and see My Big Fat Greek Wedding. We hadn't been to a movie in several years, but after two different people told us to see this one we did. We are still laughing.

Happy Bottling,



Don Hubbard



SIB sent to me by Russell Rowley, and has the words 'By Gerrard, Seattle, WA 1987' on the bottom.

Response to Ralph Prestons letter.

From Duncan Gray. The Crow's Nest. Redcar & Cleveland, England.

"I just thought I would drop a line or two to let you know that Ralph is being very truthfull, or nearly full, with his story about the fokkers trying to shoot him down, that would be of course after having shot him up.

"I actually saw those fokkers attacking but was unable to help due to my having had my undercart and belly of my Gladiator shot off. My guns were empty so there was little I could do so I did it. Glad you got home safely Ralph I OFTEN WONDERD ABOUT YOU.

How did I land without belly or undercart you may ask. I couldn't do a belly landing with no belly could I. It was easy really, I had read Ralph's book FLURLIN MAD EZEE so I just slowed down as I neared my field and stalled on top of two trees, then I just climbed down.

By the way you never said how you got on at the ALAMO Ralph, I had one heck of a time at the Little Big Horn, all those feathers, never did cotton on to feathers after BIG BIRD landed on my tail one time.

Well musc go, I've got a fight on, so I am told, down Hastings way. Some bods with cows horn helmets in boats, BILL the CORN CORER or something like that.

Just in case any of your readers may think that I am telling lies all I can say is do they actually think the president of a British Association would tell lies.

Dr. Seuss Explains Why Computers Sometimes Crash:

If a packet hits a pocket on a socket on a port, and the bus is interrupted at a very fast resort, and the access of the memory makes your floppy disk abort, then the socket packet pocket has an error to report.

If your cursor finds a menu item followed by a dash, and the double-clicking icon puts your window in the trash, and your data is corrupted 'cause the index doesn't hash, then your situation's hopeless and your system's gonna crash!

If the label on the cable on the table at your house says the network is connected to the button on your mouse, but your packets want to tunnel to another protocol, that's repeatedly rejected by the printer down the hall, and your screen is all distorted by the side effects of gauss, so your icons in the window are as wavy as a sous; then you may as well reboot and go out with a bang, 'cuz sure as I'm a poet, the sucker's gonna hang!

When the copy of your floppy's getting sloppy in the disk, and the macro code instructions cause unnecessary risk, then you'll have to flash the memory and you'll want to RAM your ROM.

Quickly turn off the computer and be sure to tell your Mom!

Classified ad:

SBF (single black female) seeks male companionship, ethnicity unimportant. I'm a svelte good-looking girl who LOVES to play. I love long walks in the woods. Riding in your pickup truck. Hunting, camping, fishing trips. Cozy winter nights spent lying by the fire. Candlelight dinners will have me eating out of your hand. Rub me the right way and watch me respond. I'll be at the front door when you get home from work, wearing only what nature gave me. Kiss me and I'm yours. Call 555-XXXX and ask for Daisy.

The phone number connected callers to the Humane Society, and Daisy was an 8-week-old black Labrador retriever.

DEATH AND TAXES.....

A businessman on his deathbed called his friend and said, "Bill, I want you to promise me that when I die you will have my remains cremated." "And what," his friend asked, "do you want me to do with your ashes?" The businessman said, "Just put them in an envelope and mail them to the Internal Revenue Service and write on the envelope, "Now you have everything."

The Last Word.....

It's not hard to meet expenses -- they're everywhere!

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Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$ 25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

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Please briefly indicate your interest and experience with bottled ships: _____



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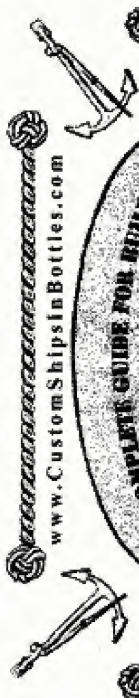
Gil Charbonneau is known by his peers and collectors for the quality of his more than 80 ships in bottles. The National Geographic World, Yankee Magazine, Bowi East, Colonial Homes, Traditional Homes, Seaways' Ships in Scale, Off Shore, Sailing, The Bottle Shipwright, and The New York Times have all featured his work. His art has been part of the Discovery Channel's "Tales of Wood & Water", "The American Trail", The P.B.S. hit "Reading Rainbow" with Laver Burton, the C.B.C. program "Land & Sea" and most recently the popular C.B.S. "Travels With Harry" with Harry Smith and "Sunday Morning" with Charles Osgood.

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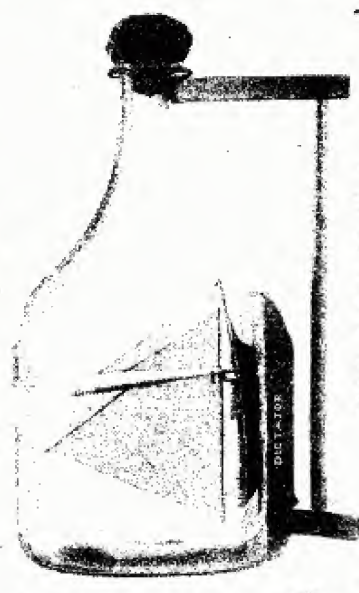
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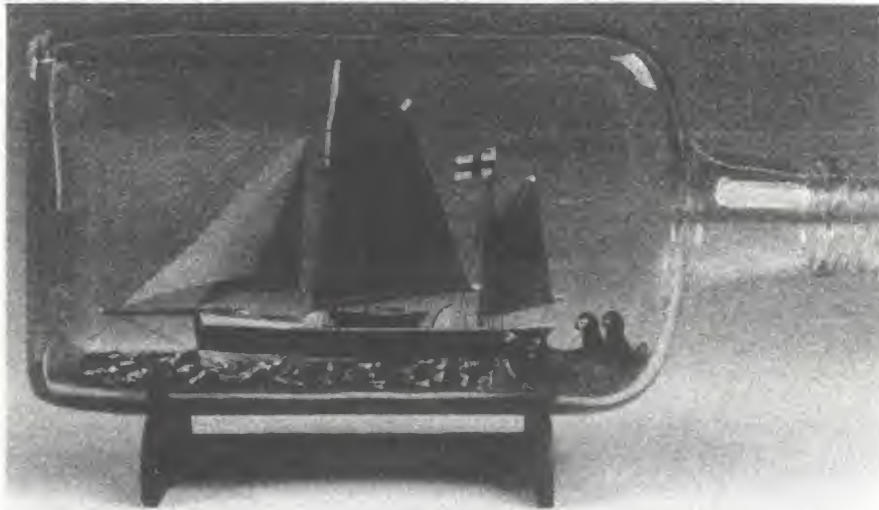


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Above: TG 322 an English fishing boat, now sailing, with tourists around the Faroe Islands. Built by Per Jakob Fahlen.

Below: A picture post card of the House in Smedegade 22 which was built in 1835 and now houses the Bottle Peter's Collection and the Hans the Sculptor's collection. The house is in the city of Aarskøbing, Denmark.

